

6/28/58

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CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Tambov Oblast) REPORT NO. 50X1

SUBJECT Description of Michurinsk and Vicinity DATE DISTR. 12 April 1955

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CONFIDENTIALREPORT NO.

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COUNTRY USSR (Tambov Oblast)**DATE DISTR.** 9 Mar. 1955**SUBJECT** Description of Michurinsk and Vicinity**NO. OF PAGES** 10**DATE OF INFORMATION** **REFERENCES:**

50X1

PLACE ACQUIRED **THIS IS UNEVALUATED INFORMATION**

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Identification Data:

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1. See page 10, the city of Michurinsk (N 52-54, E 43-30).

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Installations and Points of Interest

2. See enclosure, sketch of the area of Michurinsk drawn with the aid of a small city plan, on which he identified the following points:

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1. An auto repair plant under construction since 1951, but already in operation. A large brick building, approximately 75 to 100 m long, which bordered the street. Other details are unknown.

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vehicles in need of repair were brought in from outlying areas but not from the city. The types of vehicles and the extent of repairs done in this plant are unknown

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2. A double-track rail line of Soviet standard gauge, with wooden ties and a slag bed on a two to three-meter-high embankment. Cross-shaped wooden telegraph poles were on each side of the tracks and were 30 to 40 m apart; there were 15 to 20 wires on each pole. This rail line led north from Voronezh through Michurinsk to Moscow. Twenty to twenty-five passenger trains traveled on this line in both directions in a 24-hour period. In the winter, the number of passenger trains was reduced to from 14 to 16. Freight traffic was considerably heavier and amounted to 35 to 40 trains each 24-hour period traveling in both directions. Five to six of these trains were full tank-car

50X1

CONFIDENTIAL

CONFIDENTIAL

- 2 -

50X1

trains which went in a northerly direction. Each was composed of 40 to 50 cars and was pulled by "FD" locomotives, described by source as the most powerful locomotives in the USSR; however, source did not remember the wheel arrangement of these locomotives. Four to five empty tank car trains traveled south during a 24-hour period.

3. A grain storage warehouse in an area enclosed with a two-meter-high wooden fence topped with barbed wire. One tall, large structure was observed but source did not know its dimensions. 50X1
 this enclosure, which was accessible through a gate guarded by a rifle-armed civilian. Passes were checked here when persons entered or left the enclosure. Source heard that it was forbidden to smoke in the area. During harvest, grain was brought here by trucks.
4. A single-tracked rail line, which led to the alcohol factory, (Point 45). 50X1
 no further details of this rail line.
5. A cobblestone road, eight meters wide, with 0.5-meter-deep ditches along both sides. This road led to Lipovka, was called Gorodskaya ulitsa, in Michurinsk, and had no sidewalks. Maintenance on this road occurred every year.
6. Single-storied grain warehouses, 20x15x12m, built of concrete. Some of these warehouses were still under construction. There were 8 to 10 of these warehouses and the area was enclosed with barbed wire. Grain from surrounding kolkhozy was delivered and sorted here.
7. A rag factory which consisted of one building, dimensions unknown, single-storied, with a shed-type roof. The area was enclosed with a wire fence. All kinds of rags were brought here and stored in the open. 50X1
 a rifle-armed civilian patrolling within the enclosure. There was a very strong, unpleasant odor in the immediate area of this factory.
8. Four to six rail sidings where military troop transports parked intermittently to unload food supplies for troops. Source often observed locomotive transports parked in the area which were to be repaired at the locomotive repair plant (Point 23). Source believed that these locomotives arrived from various points outside of the Michurinsk area.
9. A food distribution center which consisted of one building, 50x40x12m, a brick single-storied structure with a metal gable roof. The area of this center was approximately 100x100m and was enclosed by a wooden fence. Whenever a troop transport stopped here, food supplies were issued to soldiers.
10. A rail line led north to Moscow; it was a double tracked and had wooden ties. The traffic on this line was essentially the same as on the rail line in Point 2.
11. A coal storage area, enclosed with a wooden fence. Locomotives from the Michurinsk railroad station were refueled here. Large piles of coal were seen in the enclosure; source heard that this coal had been delivered from the Vorkuta region. Seventy-two kilograms of coal was issued to each rail worker every year.

1

CONFIDENTIAL

CONFIDENTIAL

- 3 -

50X1

12. A brick locomotive depot, 70x35m, which had a metal gable roof. There was an entrance on both sides of the depot; grease pits and water spouts were located on the outside. There were three sidings inside the building, each of which accommodated two locomotives; all types of locomotives were inspected here. [redacted] 50X1
[redacted] An unknown number
of workers worked in three eight-hour shifts. 50X1
13. A creek, 0.5m wide.
14. A wooden control tower, two-storied and 15m high. This tower was controlled by the railroad station master. Light-signalling devices which had replaced semaphores were operated from here.
15. A shallow pond where all dirt from the locomotive depot (Point 12) was routed.
16. A control tower (see details in Point 14).
17. A passenger platform, 100m long and 10m wide.
18. Several rail sidings with wooden ties and slag beds. Passenger trains arrived on these tracks.
19. Teatralnaya ulitsa, seven to eight meters wide, cobblestoned, and with no sidewalks. This street had moderate city traffic and was electrically illuminated at night.
20. A double-tracked rail line with wooden ties. This line was Soviet standard gauge and led to Tambov (N 52-43, E 41-27) in the east. On both sides of the tracks there were telegraph poles, 30 to 40m apart; 15 to 20 wires were on each pole. Daily traffic along this rail line consisted of 15 to 16 passenger and 25 to 30 freight trains traveling in both directions.
21. A small bridge.
22. A freight car depot whose area is only approximate because there were many sidings. The depot consisted of one large single-storied brick building, approximately 15m high with a tarpaper-covered roof; it housed work shops, offices, tool rooms, etc. Only minor and medium repairs were done here. [redacted] 50X1
[redacted] 50X1
23. A locomotive repair plant, commonly referred to as "PRZ". It was partly enclosed with a wooden fence, a concrete wall, and an iron rod fence. There were approximately five separate guarded entrances into the plant area. [redacted] Although there were buildings in this area, source could not place them. The various types of locomotives brought here for major repairs came from distant points. Source heard that approximately 5,000 workers were employed at this plant. Work was accomplished in three eight-hour shifts. The plant was not damaged during World War II. 50X1
24. An MTS station, enclosed with a wooden fence, which was seen by source only from a distance; There were several buildings. Source heard that agricultural machinery was kept here in the open. This was the only MTS station in the town.
25. Michurinsk railroad station building, 50x25x25m, a brick four-storied building with a metal gable roof. This building contained a waiting room, ticket offices, railroad police office, etc. Occasionally, the documents of commuters were spot-checked in this station; however, a certificate of employment was sufficient to pass the check.

CONFIDENTIAL

CONFIDENTIAL

- 4 -

50X1

26. A jail whose area was enclosed by a wooden fence topped with barbed wire. There were three or four watchtowers inside the enclosure manned by MVD troops with dogs and armed with rifles. An armed sentry was on duty at the gate. Prisoners were kept in one three-storied brick building, 25x25x35m, which had a gabled metal roof. The building was painted white and all windows were barred. This jail was a kind of transient prison camp for prisoners en route to their destination. Whenever a group of prisoners arrived at the Michurinsk rail station, they were transported to this jail by truck. When there were only a few, the prisoners were marched under guard to the prison. Source did not know how long the prisoners stayed here before they resumed their voyage.
27. The railroad polyclinic, 50x20x10m, a brick single-storied structure with a red-painted metal roof. The building was enclosed with a wooden fence two meters high. [redacted] 50X1
28. A brick post office, 50x30x20m, a two-storied building with a gabled metal roof. All mail was brought here from the railroad station to be sorted. [redacted] 50X1
[redacted] passes had to be presented to enter the building. 50X1
29. The village of Andreyevka (N 53-02, E 40-52) [redacted] 50X1
[redacted] 50X1
30. A suburban railway station, a single storied wooden building, 30x10x8m, with a metal gabled roof. A ticket office and waiting room were located here. Ten to twelve suburban passenger trains left this station daily. Tickets could be bought here without any difficulty.
31. Lebedinskaya ulitsa, cobblestoned, 10 to 15m wide, with no sidewalks and no illumination. This road led north to Andreyevka. Ditches were dug along the sides of this road. In the town, two and three-storied brick residential buildings flanked the street.
32. A stadium where sports activities were held.
33. High School No. 456, 60x25x20m, a three-storied brick building with a metal gabled roof. This school was only for girls; classes were held in both the morning and the afternoon. Source could not estimate the number of students who attended this school but knew that it was only one of the city's high schools. There was an athletic field behind the school.
34. The offices of the City Council, a building 60 m long, of unknown width, 35 to 40 m high, a four-storied brick building with a gabled metal roof. A two-meter-high mast on the roof of the building displayed a red flag on holidays. A sign above the main entrance to the building read "Gorsoviet". The offices of the City Executive Committee, the Rayon Communist Party Committee, the Komsomol Committee, etc. were also located in this building, [redacted] 50X1
[redacted] 50X1
35. A city park, approximately 500x100m, with many trees.
36. The city's newspaper publishing office which moved here only recently. The name of the newspaper was Michurinskaya Pravda (Michurinsk Truth). A printing shop was also located in the building. [redacted] 50X1
[redacted] no construction details of the building.

CONFIDENTIAL

CONFIDENTIAL

- 5 -

50X1

37. The offices of the Rayon Executive Committee in a building which Source saw only once and, therefore, remembered none of its constructional details.
38. The telephone exchange and post office, 30m long, width unknown, 25m high, a three-storied, stone or brick building with a gabled metal roof. Source believed that this was the main office and that there were several branches in town. Only the first floor had offices; the other two contained apartments. In 1951, new automatic dial telephones were introduced in Michurinsk; however, only executives had telephones in their homes. Public telephones could be found at the rail station and the post office. A phone call cost 15 kopeks.
39. The city's power plant, 50m long, width unknown, 15m high, a single-storied stone building with a gable roof (coverage unknown). This was the only power plant in town; installations such as the railroad yard, locomotive repair plant, etc. had their own plants. Only government installations were supplied with electricity during the day because power output was insufficient. Residential areas received electricity only at night. Occasionally, there was no electricity at all because of breakdowns. This building was not visibly guarded.
40. An advanced technical training school, a two-storied stone structure. Source remembers no other constructional data. Young men and women, aged 16 to 20 years, attended this school. Source did not know which subjects were taught but believed that engineering was one of these subjects.
41. The city's recreation park, a tree-grown area of about 700x200m, enclosed with a wooden fence. In the summer, concerts and dances were held here; the park was closed during the winter.
42. A church, 50x50m, with a height of 60 to 70m. This church had an onion-shaped roof. Services were held in the church regularly and were attended by many persons. Source believed that this church was the tallest structure in the city.
43. Sovetskaya ulitsa, now an asphalt road but formerly cobblestoned. It was 25m wide and had sidewalks three meters wide on both sides; there was an underground sewage system. This street was illuminated at night by electric lamps suspended from overhead cables at intersections; there were also lamps on posts along the sidewalks 50 to 75m apart. This street was the best street in the town and was closed to truck traffic. The traffic of passenger cars and buses, which operated on a 10-minute schedule, was moderate. There was a speed limit for vehicles in town but source did not remember what it was. This street was lined with brick or stone two, three, and four-storied buildings; most of the governmental institutions were located along this street.
44. A bridge, 50m long and 20m wide including gangways for pedestrians; there were 1.5m-high railings on both sides. This bridge was a girder-type bridge built of timber on piles. Boxes with sand and shovels were kept on the bridge and were approximately 15 to 20m apart. There were wooden icebreakers, consisting of timbers tied together apparently rammed into the river bed, located north of this bridge. Speed limit signs, 15 km per hour, were posted on both sides of the bridge.
45. An alcohol factory whose area was enclosed by a wooden fence two meters high. Two gates led into the enclosure - one for a rail line (Point 4) which was closed when not in use, and the other

50X1

CONFIDENTIAL

CONFIDENTIAL

- 6 -

50X1

for trucks and employees. This latter gate was manned by a rifle-armed civilian. Passes were checked when entering and leaving the enclosure. Source heard that employees were searched for stolen goods when they left the factory.

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a large brick or stone building and several smaller ones. ~~A small tank~~, 40 to 50m high, was located close to the large building. The factory was located on a slight elevation and could be seen from the city. Work was done in three shifts by an unknown number of laborers; however, more women than men worked here. Potatoes and rye were delivered to the factory at unknown frequencies; alcohol was shipped out of the factory by rail in tank cars. This factory was the only alcohol factory in town.

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46. The Voronezh River which flowed west at a moderate current. It was 20 to 30m wide, with an unknown depth. During the thawing period, the river flooded the surrounding terrain up to one kilometer in some areas. There was no traffic on the river except for small row boats.
47. The Oktyabr movie theater, 60m long and width unknown. This theater, three-storied, was 30 to 35m high and had a gabled roof. Its seating capacity was 300 persons.
48. Tailor Company ~~Imeni~~ Krupskaya, 50m long, two stories high, with a gabled metal roof. Suits and overcoats were made to order here.
49. A railroad school, 50m long, width unknown, height 35m. It was ~~three~~ stories tall and had a metal gabled roof. Only men attended this school and there were from 150 to 200 students. Source did not know the curriculum breakdown but knew that each course lasted for two years. ~~Some~~ some persons who graduated from this school as electricians and ~~fitters~~ (clear). Youths, aged 16 to 18, were admitted to the school if they met the necessary requirements - various documents, medical examination, education, etc. The students lived in a dormitory located in the same building; tuition and allowance expenses were paid for by the government. After graduation from school, young specialists were assigned to jobs in various parts of the USSR and money given for their training was deducted from their pay, which left very little money for anything else. These graduates were required to stay on the same job for at least two years, during which time they were not subject to the draft. They had not been subject to the draft while they attended the school. Escapes from jobs often occurred. When an escapee was caught, he was returned to his job without punishment.
50. The Peoples' Court, 25 to 30m long, width unknown. This building was two-storied and had a gable metal roof. Trials for everything except political matters were held here.
51. The Agricultural Institute, 75x35x30m, was a brick or stone building with a gable metal roof. Young men and women with at least 10 years of education attended this institute; the length of schooling was unknown to source. The students, who graduated as agronomists, came mostly from the agricultural areas adjoining Michurinsk.
52. A motor repair plant which consisted of one large building of unknown dimensions; source observed this building from a distance. The area was partially enclosed with a wooden fence and partially with a stone wall. It was rumored that there were several work shops in the plant and that it was forbidden for employees to enter any shop other than their own. ~~Passes~~ passes being checked on entering and leaving. It was common knowledge that truck and tractor engines from surrounding kolkhozy were repaired here. Source knew nothing about the labor force but knew that there were three shifts worked.

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CONFIDENTIAL

CONFIDENTIAL

- 7 -

50X1

53. A fuel dump, formerly a church, 100m in circumference; the dump was 30m high. The cupolas and crosses had been removed from the building and large fuel tanks had been installed in the basement. The area was fenced off and a submachine gun-armed Soviet Air Force soldier, wearing blue shoulder boards, was on duty day and night. It was rumored that all airfields and Soviet Air Force units in and near Michurinsk were supplied with gasoline from this dump. Source observed ZIS-105 tank trucks, with a capacity of approximately 2,500 lit. entering and leaving the area.

[redacted] a hose leading from a basement window to a tank truck parked next to the building.

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54. A city garage and refueling dump where all city-owned vehicles, e.g., buses and taxicabs, were refueled and small repairs were made. Fuel tanks were installed underground but source does not know their number or capacity. The garage area was enclosed on three sides with buildings and a wooden fence bordered it from the street. About 15 buses and several taxicabs parked here overnight. The buses carried 50 to 60 passengers.
55. Militia Headquarters, 30m long, width unknown, height 15 to 20m. This building was two storied and had a gable metal roof. The uniforms worn by militiamen in the town consisted of a dark blue uniform, red piping, and a blue garrison hat with a red band. There was a militiaman on nearly every block in the center of the city. Pedestrians were spot checked in the streets.
56. A high school, built of stone or brick, was 50m long, width unknown, and 35m tall. It was three-storied and had a gable metal roof. Students of both sexes attended this school in two shifts -- one in the morning and one in the afternoon.
57. A Soviet Air Force caserne, which consisted of one building that bordered the street and was yellow-painted stone. It was 60 to 70m long, width unknown, 12m high, a single story structure with a gable roof. A gate at the side of the building led into the yard, which was hidden from view by a building bordering the street. The number of soldiers stationed here was unknown to source. All soldiers wore Soviet Air Force uniforms with light blue shoulder boards. Trucks and horse carts were observed entering and leaving the yard through a gate which was guarded by a rifle-armed sentry. [redacted]
58. A passport-issuing office, 20x20x15m, a two-storied stone building with a metal gable roof. Four types of passports were issued here to the local population. They were, for three months, one year, five years, and the so-called "indefinite" passport which was issued only to very old persons and which was only recently introduced. Sixteen years was the minimum age for passport holders.
59. The market area, approximately 100x25m, where all kinds of consumer goods were sold every day.
60. The railroad technical school [redacted] June 1949 to January 1951. This school was brick, 30x20x10m, single storied, with a gable metal roof. The courses given were of various duration. [redacted] there were approximately 70 to 80 students enrolled in various courses. Requirements for acceptance to the school included a general knowledge of rail-roading. Students were subject to the military draft while attending the school.
61. A dental clinic, 30m long, two stories high, with a gable metal roof, and built of brick.

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CONFIDENTIAL

CONFIDENTIAL

- 8 -

50X1

62. Foundry 1/n Lenin whose area was enclosed by a wooden fence two meters high. Two gates led into the plant; one was for the workers and the other for a railroad siding. The passes of the workers were checked at the gate, which was not visibly guarded. 50X1
 some sort of metallurgical work was done there. Although there were some buildings in the area, 50X1
 two metal smokestacks, approximately 20m high, which emitted black smoke constantly. Source did not know the size of the labor force but there were three work shifts. Source heard that the locomotive repair plant (Point 23) ordered some of their locomotive parts from this foundry.
63. A refueling post whose area was enclosed with a mesh wire fence; five or six silver-painted tanks with a capacity of 5,000 to 6,000 lit, were placed on wooden substructures. Vehicles from surrounding Kolchozy were refueled here but the number of trucks refueled here each day was unknown to source. He stated, however, that he seldom saw any trucks refueled. The entrance to the dump was guarded by a rifle-armed civilian. No city vehicles were refueled here.
64. A caserne which consisted of two identical brick buildings, 50x30x30m, with gable metal roofs. A gate, guarded by a sub-machine-armed Soviet Air Force soldier, was located between the two buildings; this gate was kept closed when not in use. A small door was used as an entrance for pedestrians. A large yard was located in the back of the buildings where, according to rumors, there was a Soviet Air Force garage. Source noticed many trucks enter and leave the caserne area. The number of soldiers stationed at this caserne was unknown to source. The area was not fenced off from the street because both buildings bordered the street. The trucks were ZIS-105, GAS-61, and GAS-51.
65. A Soviet Air Force unit headquarters building, 40x25x30m, yellow painted stone, three-storied building with a metal gable roof painted red. Next to this building on the south, there was a fenced-off yard, approximately 40x50m, where a U-2 trainer aircraft was parked permanently. Source occasionally observed uniformed personnel around this aircraft. The yard was directly accessible from the building and there was a gate leading to the yard from the street guarded by a pistol-armed Soviet Air Force soldier. During the day, passenger cars entered and left through this gate. At the entrance to the building there was a soldier with a red band on his arm. 50X1
 never checking military personnel but civilians were always stopped for their identification. Source heard that this building was the headquarters of the air force unit stationed in Michurinsk. He believed there was a radio station in this building because, while passing by in the summer, he heard strange high and low-pitched vibrating sounds coming through the windows on the third floor. There were two two-meter-high wooden poles on the roof of the building spaced approximately 35m apart; one wire was strung between these poles. All of these things made source believe that a radio station was located in the building. This headquarters was obviously connected with the airfields in the vicinity of Michurinsk because source occasionally saw 15 to 20 men dressed in flying clothes leave the area in an unknown direction by truck. Source heard that a flying school was located in the city but knew no operational details. Cadets, seen in the town, wore the usual soldier's uniform but their shoulder boards had yellow piping around the

CONFIDENTIAL

CONFIDENTIAL

- 9 -

50X1

light blue instead of black piping. Both garrison hats and overseas-type hats were worn. The parade uniform consisted of a dark green blouse, resembling officers' blouses, and dark green breeches. These shoulder boards were also light blue with yellow piping. Source heard that students were sent here from air force units located in remote areas and that seven years of high school was required to become a cadet in this school. It was rumored that a dispensary was located in this building and that officers and enlisted personnel reported there for minor ills. Serious cases of illness were sent out of town.

66. Krasnaya ulitsa which led to Stayevo (N 52-53, E 40-26). This street was cobblestoned as far as the rail line (Point 4); from there on the street was dirt. In town, it was 10m wide with three-meter-wide sidewalks on both sides. West of the rail crossing, the sidewalks disappeared and the road narrowed to seven or eight meters. This street was poorly illuminated at night with lights only at the intersections; traffic was very light. Buses ran every day between Michurinsk and Stayevo every hour from 0600 hours to 2000 hours. A one-way trip between these towns cost 2.2 rubles. Source remembers no sewerage details of this street.
67. Internatsionalnaya ulitsa which led south to Ust'ye (N 52-49, E 40-29). This street was cobblestoned in the city, (outside unknown), had sidewalks, was 8 to 10m wide, and was illuminated at night at intersections. There was moderate truck and bus traffic. Source remembers no sewerage details.

General Information About City:

3. There were 50,000 to 60,000 inhabitants in Michurinsk whose population increased after World War II. The city was never bombed during the war. Most of the buildings in the town were of brick or stone, were two or three storied, and had metal roofs. Source observed very little construction work taking place. There was no streetcar system, central heating system, or gas system in Michurinsk; electricity was cut off in the residential area during the daytime. A local radio network was located in the newspaper building (Point 36) where local news was broadcast three times a day for 15 to 20 minute periods. each. Michurinsk had two fire fighting stations and there was a city fire brigade located west of the church, (Point 42); a railroad fire brigade was located near the suburban railway station (Point 30). However, fires occurred very seldom in the city. The area on which Michurinsk was built was primarily flat terrain with no sharp inclines.

Enclosure -

Sketch of the area of Michurinsk.

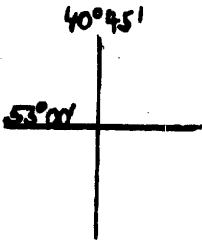
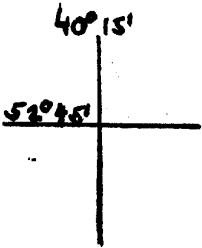
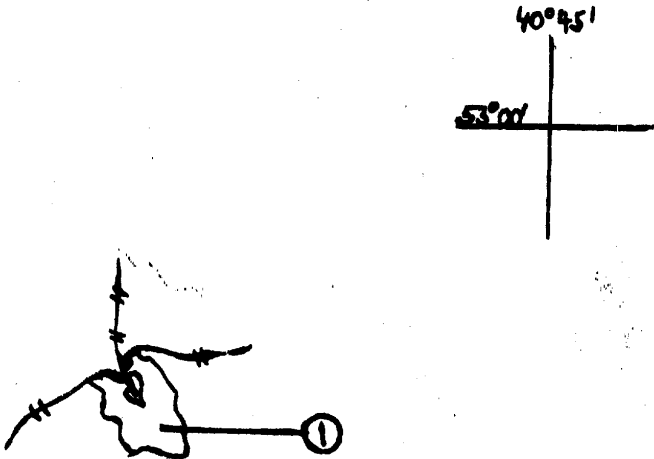
50X1

CONFIDENTIAL
-10 -



50X1

Overlay of AMS N 501, Tambov
(N 52-43, E 41-27), NN 37-12,
Scale 1:250,000.



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